

**Revision to Notification of the Ministry of Economy, Trade and Industry (METI) and Ministry of Land, Infrastructure, Transport and Tourism (MLIT) for the Act on the Rational Use of Energy**

**November 2011**

**Energy Efficiency and Conservation Division  
Agency of Natural Resources and Energy  
Ministry of Economy, Trade and Industry**

**Environmental Policy Division  
Road Transport Bureau  
Ministry of Land, Infrastructure, Transport and Tourism**

**1. Outline of the system**

Under Article 78 of the Act on the Rational Use of Energy (Law No. 49 of 1979; hereinafter referred to as the "Energy Efficiency Law"), the Minister of Economy, Trade and Industry (in case of motor vehicles, the Minister of Economy, Trade and Industry, and the Minister of Land Infrastructure and Transport) shall decide and make public the standards for judgment of manufacturers and importers about improvement in the performance of the specific machines (the "energy efficiency standards"). It is prescribed in the Energy Efficiency Law that new energy efficiency standards need to be established taking account of the energy efficiency of the specific machines which have the highest energy efficiency and other related factors. (It is called the "Top Runner Program".)

The scope of the specific machines is defined in Article 21 of the Enforcement Ordinance for the Energy Efficiency Law and exceptions are defined in Article 48 of the Enforcement Regulations for the Energy Efficiency Law. The Energy Efficiency standards are stipulated by the "Notifications of the Ministry of Economy, Trade and Industry, and the Ministry of Land, Infrastructure, Transport and Tourism".

**2. Outline of amendment**

The main points of amendment are as follows:

**(1) New energy efficiency standards are established for Automobile.**

**i) Target scope**

Passenger vehicles with a capacity of 10 passengers or less and passenger vehicles with a capacity of 11 passengers or more (gross vehicle weight of 3.5 tons or less), that are fuelled with gasoline, diesel oil or liquefied petroleum gas.

**ii) Target fiscal year**

The target fiscal year is set to be FY2020.

**iii) Standard method**

Japan adopts the method for obtaining corporate average fuel efficiency standards (CAFE method).

### **3. Objective**

**To promote rationalization of overall energy consumption in Japan through popularization of machinery and equipment with high energy consumption efficiency, in order to cope with the recent increase of energy consumption in transport sector, global warming problem and so forth.**

### **4. Proposed date of entry into force**

**This amendment will be entry into force in the spring of 2012.**